GALLARDO SUPER TROFEO TECHNICAL REGULATIONS 2015

CARS ADMITTED

1. Lamborghini Gallardo Super Trofeo (with relevant updates).

GENERAL PRINCIPLES

2. Anything not expressly authorized by these regulations or by the Technical Documentation is prohibited. The official Lamborghini Technical Documentation including Spare Parts Catalogue, Wiring Diagrams, Workshop Manual and Technical Bulletins, has to be considered as reference for what is not specified in the Technical Regulations and on the Technical Form.

The only operations, which may be carried out, are those necessary for routine maintenance or for the replacement of worn parts or those damaged through accident. It is expected that each entrant will dispose of all the equipment in order to perform these operations. The limits to the modifications and to the assemblies allowed are specified in these regulations. Unless provided by these authorizations, any part altered through wear or accident may only be replaced by a part of identical origin to the damaged piece. Additions to parts or materials are forbidden unless expressly authorized by these regulations or by the Form, and by the official Technical Documentation.

Competition Cars must always follow the specifications of the components to be used and their correct assembly provided by the following references:
(i)Technical Form and Technical Passport;
(ii) Technical Manual;
(iii)Spare Parts Catalogue;
(iv)comparison with series characteristics, latest construction designs and categorically up-to-date as per Technical Bulletins. Conformity of the Competition Car to its original characteristics is responsibility of Lamborghini.

The Competitor is responsible for the conformity of the Car and the parts assembled therein, and is therefore obliged to ensure that they are in order before each race.

SPARE PARTS

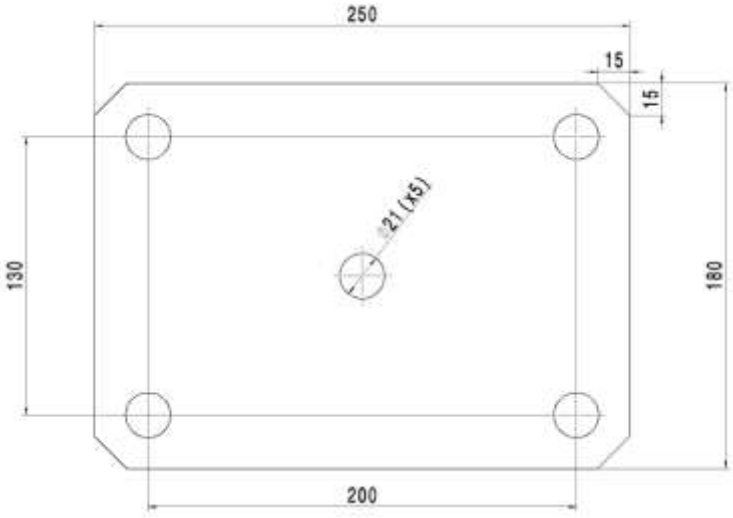
3. The Competitors are authorized to use only original spare parts provided by Lamborghini. The use of non-official spare parts without the official Lamborghini sign, will result in penalties or disqualification of the competitors.
The Lamborghini Technical Scrutineers are able and allowed to check at any time all the spare parts, and in no case shall the competitors try to avoid these checks.

MINIMUM WEIGHT

4. Minimum weight:

The Lamborghini Gallardo Super Trofeo cars, including their safety devices and all the lubricants (excluding the driver), must weight no less than 1345 Kg (excluding the fuel).
Any cars not reaching this weight are obliged to apply ballast which must be declared before the race and marked by the Technical Scrutineers. The additional weight fitted, in order to achieve the minimum weight, has to be positioned in the passenger foot well area, accordingly with the following points:

a) It must be made from stacking metallic plates according to drawing n° 1 following
b) The plates must be firmly attached inside a housing by means of 5 x M12 screws



Drawing n°1

The fasteners must allow for the provision of a seal. The system has to assure the safety of the driver in every condition.

Checking of weights may be carried out:

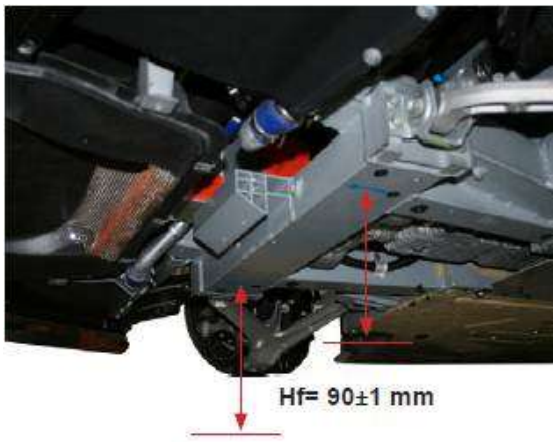
a) After the official qualifying session

b) After the race

MINIMUM HEIGHT

5. Minimum Height

The minimum height allowed is
> 90 mm +/- 1mm (point 1) on the fixed points on the front, right and left, side of chassis of the Competition Car, where have been placed the on purpose holes in the underfloor,



Point 1

> and 95 mm +/- 1mm (point 2) on the fixed point on the rear right and left side of chassis of the Competition Car, where have been placed the on purpose holes in the underfloor.

Point 2

The reference tyre pressure of 1.8 bar (26 PSI) will be considered in case of need.

This measurement will be done on the ground reference plane which will be communicated at the beginning of each event.

Checking of height may be carried out:

a) After the official qualifying session

b) After the race

In no case shall the vehicle touch the ground when all tires are deflated.

The Lamborghini scrutineers are allowed to control, at any time, tire pressure so that it is in compliance with the requirements provided by Pirelli.

Lamborghini will inform the competitor in case of any other modification needed to the heights.

ENGINE

6. The engine must be strictly standard. For this reason all the engines will be sealed directly by Lamborghini so that no work can be carried out on them.

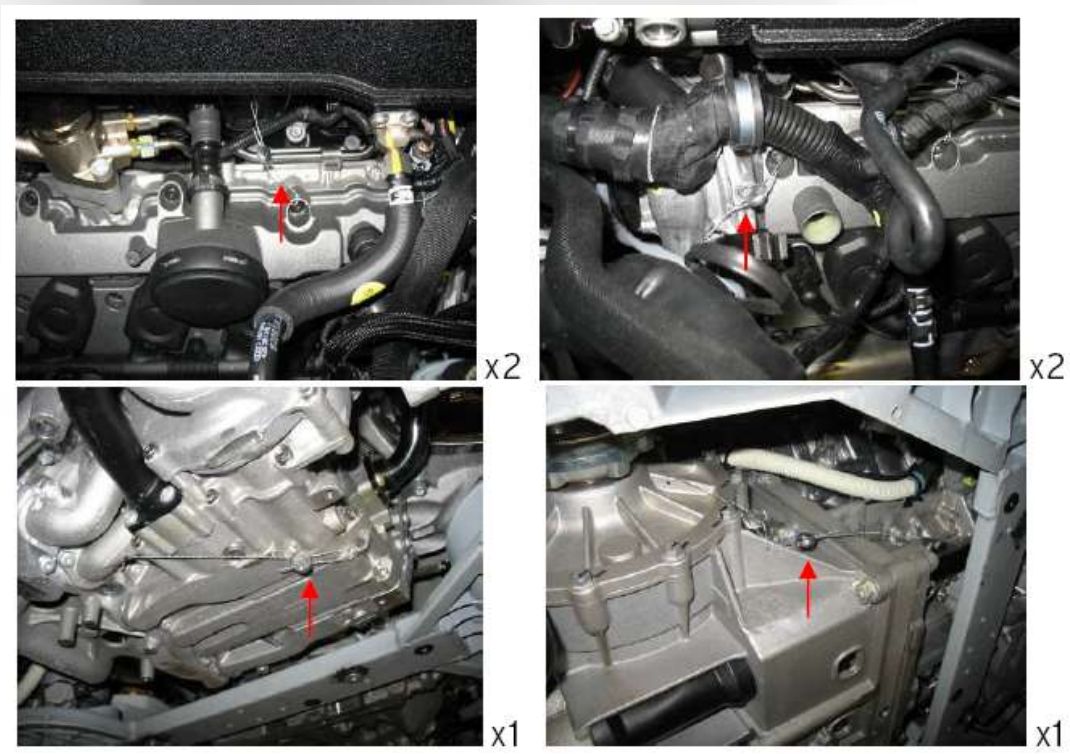
Nobody either Entrant, Competitor, Team or Dealer are allowed to carry out any kind of maintenance work on the engine. Only Lamborghini is allowed to carry out maintenance work on the engine.

In case of failure the engines have to be sent directly to Lamborghini still sealed.

In any case before attempting any maintenance work that can involve or damage the seals of the engine all the Competitors will have to inform and ask permission from Lamborghini.

The Competitor will not be allowed to start the race if, at the time of technical scrutineering performed before each event by the Technical Scrutineers with the technical support of Lamborghini, the documentation and seals do not conform with the above.

Lamborghini reserves the right to check the conformity of the six seals on the engine at any time.



The retouching of any part of the engine is prohibited; material may not be removed or added unless permitted by these Regulations and/or the Technical Form.

In no case will any kind of work be allowed on the Engine and on its components (nor cylinder heads cleaning nor tuning, etc.).

During the weekend of the races Lamborghini, in agreement with the Technical Scrutineers, reserves the right to replace or check at any time the two ECUs (electronic control unit) dedicated to the engine management system or check the conformity of the SW of the two ECUs.

To avoid problems and non-authorized changes or modification to the engine, Lamborghini will collect and collate the engine serial number with the chassis number of each vehicle.

For any maintenance or replacement operation, involving the sealings removal, the competitor will have to compile the proper claim form. (annex A).

ELECTRICAL SYSTEM

7. The socket for connecting diagnosis equipment must always be operational and the connection for diagnostics must be accessible at any time for all the ECUs (Electronic Control Units) of the Competition Car so that tests can be conducted upon Lamborghini's request, in agreement with the Technical Scrutineers.

Data recording systems different to the original one are not admitted.

The diagnosis on the car must be carried out with the official Lamborghini diagnostic testers, items present on the official Lamborghini Spare Parts catalogue.

The acquisition table in the data logger must be the original one indicated by Lamborghini.

GPS system is permitted only using the "*MTA Corse*" digital dashboard supplied by Lamborghini.

It is possible to adopt linear potentiometers on the suspension components. This feature will allow a more in depth analysis on the suspension settings and a better car set-up.
The sensors signals can only be sent through the additional wiring loom supplied by MTA.

It is compulsory the installation of a radio system to allow drivers to communicate with the team.

It is permitted to use the OPT TPMS (Tyre Pressure Monitoring System) which must be purchased through the Spare Part Service Lamborghini.
It will not be permitted to use other systems TPMS not approved by Lamborghini.

Lamborghini reserves the right to check the data after testing and/or racing sessions.

All lights and rain lights must be efficient during the Event.

GEARBOX / TRANSMISSION

8. The gearbox must be the one prescribed by Lamborghini and therefore must be strictly standard.

For this reason all the gearboxes will be sealed directly by Lamborghini so that no work can be carried out on them. Neither Entrant, Competitor, Team nor Dealer are allowed to do any kind of maintenance work on the gearbox. Only Lamborghini is allowed to do maintenance work on the gearboxes.

For the repair and maintenance program the gearboxes have to be sent directly to Lamborghini still sealed.

- The gearbox must be sent without actuator (Marelli Kit), without the two lateral supports (see picture below) and the thrust bearing;

- The gearbox must be accompanied by the attached documentation fully completed (annex B)

- For any assistance all Lamborghini Blancpain Super Trofeo teams must liaise with Lamborghini Super Trofeo Spare Parts Service;

- In cases where there is damage to the gearbox casings, any replacement will be charged separately;

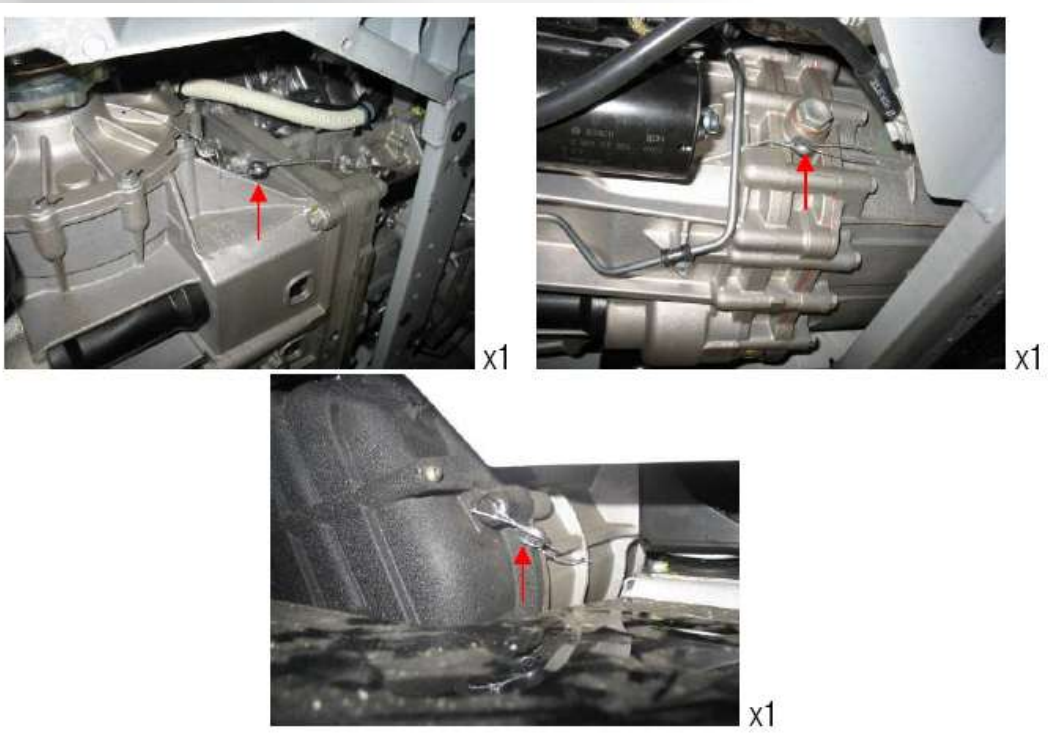
- WARRANTY: gearbox used in competition are not covered by any warranty

- In case of failure the gearboxes have to be sent directly to Lamborghini still sealed.

In any case before attempting any maintenance work that may involve or damage the seals of the gearbox all Competitors must have to inform and seek permission from Lamborghini.

The Competitor will not be allowed to start the race if, at the time of technical scrutineering performed before each event by the Technical Scrutineers with the technical support of Lamborghini, the documentation and seals do not conform with the above.

Lamborghini reserves the right to check the conformity of the three seals on the gearbox at any time.



The retouching of any part of the gearbox is prohibited; material may not be removed or added unless permitted by these Regulations and/or the Form.

During the weekend of the races, Lamborghini, in agreement with the Technical Scrutineers, reserves the right to replace at any time the TCU (transmission control unit) dedicated to the gearbox and gear shifting management.

To avoid problems and non-authorized changes or modification to the gearbox, Lamborghini will collect and collate the gearbox serial number with the chassis number of each vehicle.

For any maintenance or replacement operation, involving the sealings removal, the competitor will have to complete the proper claim form. (annex A)

DIFFERENTIALS

9. In no case shall the Competitor perform any kind of maintenance work either on the rear differential, sealed with the gearbox, or on the front differential, which will also be sealed by Lamborghini.

In any case before attempting any maintenance work that may involve or damage the seals of the gearbox all the Competitors must inform and seek permission from Lamborghini.

The competitor will not be allowed to start the race if, at the time of technical scrutineering performed before each event by the Technical Scrutineers with the technical support of Lamborghini, the documentation and seal do not conform with the above.

To avoid problems and non-authorized changes or modification on the front differential, Lamborghini will collect and collate the front differential serial number with the chassis number of each vehicle.

Lamborghini reserves the right to check the conformity of the two seals on the front differential.

x1

x1

For any maintenance or replacement operation, involving the sealings removal, the competitor will have to complete the proper claim form. (annex A)

WHEELS / TYRES

10. Only the supplied and available on track (by Pirelli) tyres, slicks or rain, are allowed in the following sizes:

Front slick:	DH 275/645-18
Rear slick:	DH 305/660-18
Front rain:	WH 285/645-18
Rear rain:	WH 305/660-18

The wheel rims (by OZRacing and Speedline) are made of casted Magnesium and they need to have the following dimensions:

Front: 10'' x 18'' ET 39.9 mm
Rear: 11'' x 18'' ET 35 mm

Only the rims proposed by Lamborghini are allowed.

Is mandatory have 3 wheel sets for each car for easy mounting tires during the events.

The monolock system as wheel fastening system is mandatory on all cars participating in the Blancpain Super Trofeo.
The monolock can be purchased through the service After Sales.

The SuperTrofeo cars, from MY12, are equipped with the new monolock system including:
- Left/Right thread wheel hub (front/rear);
- specific brake hads;
- Left/Right thread nuts (front/rear);
- Rims for monolock system

All the other cars made before 2012 must install the monolock system supplied by Lamborghini After Sales as an OPT content.

Under no circumstances the Camber shall exceed the maximum values of:

Front: 0° up to -3° (tolerance +/- 5')
Rear: 0° up to -3° (tolerance +/- 5')

It is also allowed to adjust the camber, within the permitted limit values, by adding and removing the steel spacers, between the suspension lower levers and the frame, for a maximum of 3mm.

The measurement of the camber will be performed on the reference plane which will be communicated at the beginning of each event.

BRAKE SYSTEM

11. Only the following parts are permitted:

- original components from Automobili Lamborghini;
- air intakes and brake cooling fans, only in the positions specified in the user manual, are allowed;
- Front brake discs steel by Brembo Racing 375x35mm;
- Rear brake discs steel by Brembo Racing 355x32mm
- Standard ABS system (Dry/Wet position);
- Monobloxk caliper front (6pot) and rear (4pot) by Brembo Racing;
- Brake bells with Lamborghini logo and heavy duty fixing system

- Brake Pads by Brembo Racing RB170 and RB340

Lamborghini reserves the right to make, at any time, checks on the conformity of the braking system.
The use of discs or brake pads other than those established by the following rules will be considered illegal.

SHOCK ABSBORBERS

12. Only the original shock absorbers are allowed: Ohlins TTX-36 (2-way).
The dampers must comply with the configuration released by Lamborghini concerning the hydraulics and bump stop.
It will not be possible to remove, add / or cut the bump stop.

Front Bump Stop

Rear Bump Stop

Lamborghini reserves the right to verify the shock and / or need to be replaced with other guaranteed by the manufacturer any time during the event

PIPES/WIRING/HEATING SHIELD AND PROTECTIONS

13. The arrangement of all the components must remain as per the original layout and/or as per official Technical Bulletin from Lamborghini.

In order to avoid any loss of transmission and e-gear oil from the bleeding points, it is mandatory the installation of oil reservoirs on the rear cross member of the chassis.

It's possible to order the components from the After Sales service:

	Code	Qnt
Oil reservoir	400317173	2
Bracket	407201260	2
E-gear pipe	470131845	1
G-box pipe	470131175	1
Tireup 13.5mm	N10198301	2

See Technical Bulletin #17 on 2013

CAR BODY / INTERIOR

14. a)Pedals: the brake and accelerator pedal surfaces may be customized and changes should not in any way pose a threat to safety.

b) Seat: the seat supplied by Lamborghini must be retained, along with its relative fixing screws for securing it to the body.

c) Lamborghini does not allow the installation and the use of a passenger seat in the Lamborghini Blancpain Super Trofeo MY2009 and MY2010 cars, since the roll cage is homologated only for the driver.
Only from the MY2011 cars will be allowed to install the passenger seat, since the roll cage is homologated for two people.
The use of the second seat is only permitted during private testing.
It won't be possible to participate at the event with the second seat on board.

The Competitors are not allowed to modify the brackets and/or the fixing points of the seat, which at all times must be in the original condition and/or in the available positions.

d) Only one spacer can be used directly between the steering wheel and the quick release system. Only spacers and screws provided by Lamborghini can be used.

e) It is permitted to install air cabin openings only on the door windows.
No part of car body may be improved, modified or material added. All parts must correspond in size, appearance and material to the originals. The original position of car body parts may not be altered, nor adhesive tape affixed nor bonnets, bumpers or doors, etc., modified to improve the car's aerodynamics.

f) It's mandatory to install the aerodynamic upgrade kit as standard on all MY13 cars.
The kit, which will be provided by Lamborghini through the Spare Parts Service, includes the following material:
- Front bumper (including grill);
- Rear bumper (including grill);
- Front splitter (including support rods);
- Rear diffuser (including support rods);
- Underfloor front and central;
- Rear wing (including pylons attachment to the frame);
- Air vents on the front bonnet (including cutting jig)
- Conveyor inlet to radiator central water (including air intakes brake);
- Air outlet to radiator central water.

See Technical Bulletin #3 and 43 of 2013

g) Is permitted to use the flick up top front as in the Technical Bulletin # 21 on 2013

h) To improve interior ventilation adoption is permitted the air scoop provided by Lamborghini through After Sales.

i) Side windows:
a. Driver side door window must be removed and replaced with a window net meeting FIA specification (FIA Art.253.11)

b. Passenger side door window must be removed with no window net required

l) In order to extract air from the cockpit, the rear window may have a maximum of 5 circular holes with a maximum diameter of 50 mm each.

m) It's permitted the installation of "Cool Box" and "Cool Shirt" that must be purchased by Lamborghini through After Sales as the only one to be FIA approved.
The fixing of the device may take place on the floor of the vehicle on the passenger side with the use of an appropriate containment tank connected with the chassis side via 4xM6. The power supply must be made using the available power outlets in the car.

n) The Super Trofeo cars must:
- Install the door foam panel on driver side;

- Install the left and right side head restraint nets
Which comply with SFI 37.1.

o) The following carbon panels inside the cockpit may be removed:
- flooring passenger side;
- right side central tunnel;
- left side central tunnel;
- top of central tunnel

FUEL

15. All the cars must use only the same allowed fuel with 98 RON or the fuel supplied by Automobili Lamborghini during the event. No other type of fuel or additive is allowed.

During each race upon fuelling a sample may be taken to make comparative tests on the fuels used by the competitors during practice sessions and/or the race itself. Lamborghini will transport the fuel samples, taken by the Technical Scrutineers in the presence of the Competitor or his representative, to the test labs.

LUBRICANTS

16. All Competitors must only use the following lubricants for the related parts, namely:

Engine Oil:	CASTROL EDGE SPORT 10W60
Gearbox Oil:	CASTROL SYNTRAX LONGLIFE 75W90 or AGIP ROTRA LSX 75W90
Brake System Oil:	CASTROL SRF or BREMBO HTC64T

E-Gearbox Oil:	PENTOSIN CHF 11S
Hydraulic Power Steering Oil:	LIQUI MOLY ATF III
Cooling system:	WATER+ 5% WATER WETTER or BASF GLYSANTIN G 40-91

In events with climatic conditions at high temperatures is recommended to use Water plus Water Wetter for better cooling.
During the Series events, lubricant samples can be taken for testing. All the cars, in order to be allowed to start the race, need to have all the lubricants reaching the full (high) level, and/or the level recommended by Lamborghini. The Technical Scrutineers will be in charge of this checking process, and at no time shall the Competitor try to avoid them.

SAFETY DEVICES

17. The car fully complies with the APPENDIX J (Article 277) of the International Sporting Code concerning the safety devices:

- Brake system safety	(253-4)
- Circuit breaker	(253-13)
- Fuel tank FT3, pipes, pumps and filter	(259-6.3 253-3.1 253-3.2 253-3.3 253-3.4 257A-6.3 259-6.4)
- Carburant	(252-9)
-Oil catch tank	(259-7.4)
- Electric cables	(259-8.5)
- Safety belts	(259-14.2.1)
- Reverse gear	(275-9.3)
- Suspension arm	(275-10.3.1 275-10.2)

- Wheel material	(275-12.2)
- Extinguisher	(253-7)
- Rear view mirror	(253-9)
- Rear light	(259-8.4.2)
- Headrest	(259-14.4)
- Towing eye	(259-14.6)
- Firewall	(259-16.6)
- Windscreen	(259-3.6)
- Windscreen wiper	(259-3.6)
- Roll cage	(253-8)
- Seat	(253-16)
- Roll cage padding	(253-8.3.5)
- Ground clearance	(252-2.1)

All the aforementioned safety devices must be original. It is not permitted to change the number and the original position of the nozzles and fire- extinguisher.

During any track session the wearing of the HANS® device is compulsory. Use of the HANS® device must comply with and follow the contents of Appendix L, Chapter III, art. 3 of the FIA Code.

For more details please refer to the "Guide for the Use of HANS® in International Motor Sport", published by the FIA Institute for Motor Sport Safety, the information can be found on www.fia.com, under the heading FIA Sport - Regulations - Driver's Equipment.

The team is responsible for the correct maintenance and validity of the safety devices.

FT3 FUEL TANK

18. The Super Trofeo cars must equip the complete system including:
- FT3 rubber fuel tank with internal foam (the total capacity with the foam is 120 L);

- 4 low pressure suction pumps and the original high pressure fuel pump installed inside a nourice (3 L capacity);
- the internal fuel system layout Including fuel hoses and specific connections;
- the external fuel system made of special fuel hoses with metallic protection and Ergal connections;
- the electrical wiring loom (fuel resistant);
- 1 fuel tank flange with non-return flap valve FIA homologated;
- 1 fuel tank flange with gravity activated roll-over valve;
- 1 ventilation/breather valve 200mbar homologated by FIA;
- 2 cut- off 'quick disconnect' connector;
- 2 safety filler necks;
- 2 refueling and ventilation plastic bottles;
- 2 engine bay fuel tank protection shields, 4 inside the cockpit and 2 car underneath;
- 2 fuel sample/ and fuel tank drain connector.

a) All FIA certifications released to the team must be kept and will be object of inspection during the Super Trofeo official events. The FIA fuel tank homologation must be always visible in order to allow the necessary validity inspections;

IMPORTANT
Please note that the FT3 has a validity of 5 years from the date of manufacture indicated on the fuel tank. At the end of 5 years will be required:
- Revise the tank (by the manufacturer) with the extension of validity for 2 years;
or
- Replace the tank.

b) it is not permitted to perform any kind of modification to the FT3 fuel system;

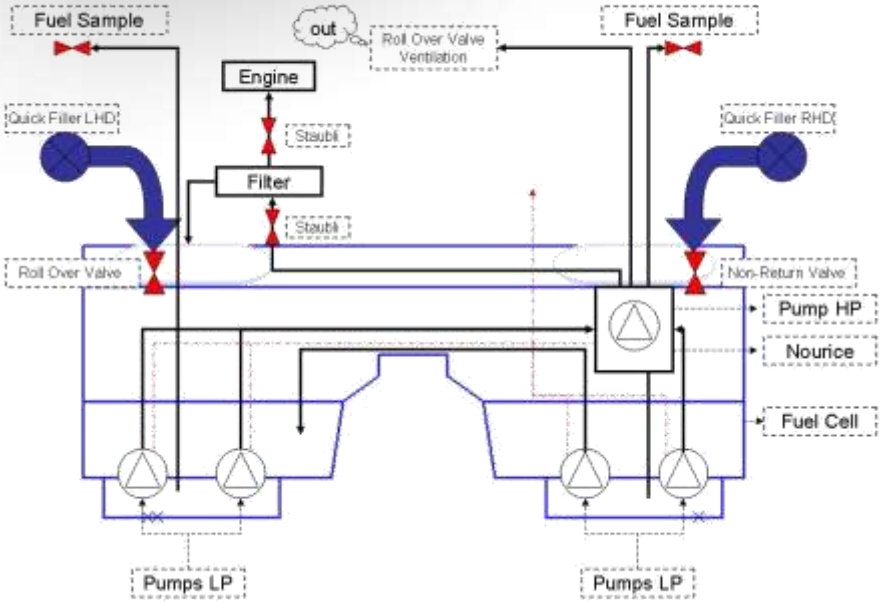
c) Lamborghini does not allow the use of noncertified materials and not conforming to the FT3 fuel cell;

d) It is strictly forbidden to carry out any modification to the components of the original refueling system;

e) All the teams must comply with the installation procedures supplied by Lamborghini;

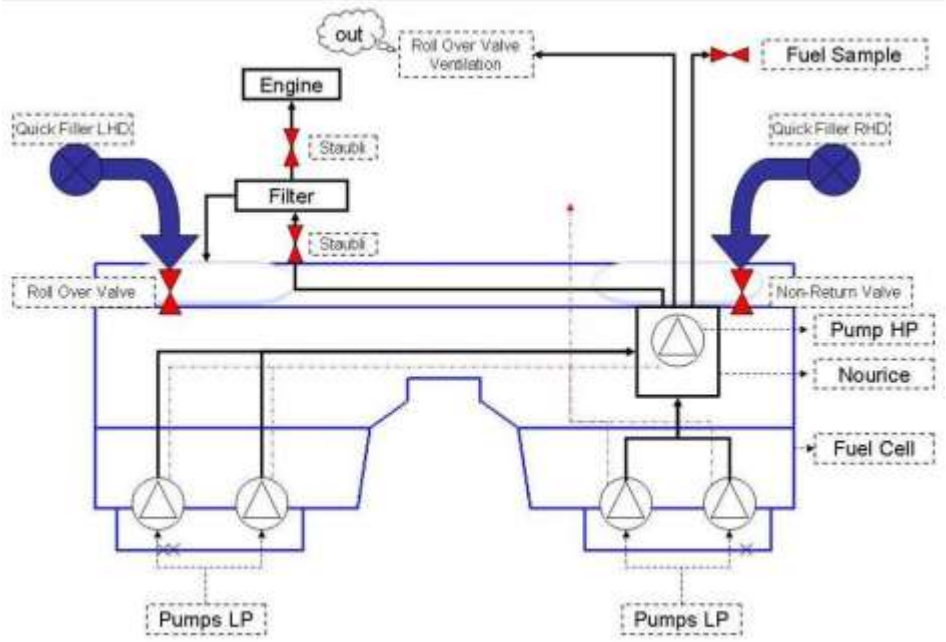
f) the removal of the carbon canister and the air pollution pumps, according with the workshop manual provided by Lamborghini, is permitted only with the presence of the Lamborghini technical personnel and the compulsory update of the engine software.

Here below find the fuel system scheme :



New Layout

For all cars manufactured prior to 2012, it is compulsory meet and adapt the new layout inside of the tank as indicated above.



FINAL DIRECTIONS

19. Lamborghini reserves the right to change any clause and regulations herein at any time to ensure the successful outcome of the Lamborghini Blancpain Super Trofeo.

ANNEX A

Application for
Engine/gearbox replacement

The Team: _____

requires the replacement of (check with X):

- ○ Engine (id number): <_____ (old)><_____ (new)>
- ○ Gearbox (id number): <_____ (old)><_____ (new)>
- ○ Fr. Diff. (id number): <_____ (old)><_____ (new)>

of the car:

Chassis number: _____

for the following reason:

_____

_____

_____

Team Manager _____ Date _____

APPROVAL

Super Trofeo Technical Responsible _____

Super Trofeo Coordinator _____

Stamp and date

ANNEX B

GEARBOX INFORMATIONS:

Gearbox Part no.	Gearbox version (E-Gear/Manual)	Gearbox Serial no.
Gearbox already overhauled? (Yes/No)	No of events completed	Km/mile age
No. of delivery note	Date of delivery note	

FAILURE DESCRIPTION AND ACTIONS TAKEN
PLEASE TICK THE BOXES BELOW
WHAT KIND OF FAILURE DOES THE VEHICLE SHOW?
HAVE ANY ACTIVITIES BEEN MADE ON THE GEARBOX?
IF YES, PLEASE INDICATE WICH ONE

PLEASE TICK THE BOXES BELOW

NOISY GEARBOX

- PLEASE INDICATE IN WHICH GEAR:

1° ☐ 2° ☐ 3° ☐ 4° ☐ 5° ☐ 6° ☐ REVERSE ☐ BEVEL SET ☐

- PLEASE INDICATE AT WHICH SPEED (Km/h – mls/h):
- PLEASE INDICATE IN WHICH CONDITIONS:

DRIVE AND COAST ☐ DRIVE ☐ COAST ☐

- IS DIFF NOISY IN SHARP TURNS? YES ☐ NO ☐
- OTHER COMMENTS:

OIL LEAK:

- IN WHICH AREA IS THE LEAK? (PLEASE ATTACH PICTURE)
- OTHER COMMENTS:

GEARBOX SHIFTABILITY

- BLOCKING: 1° ☐ 2° ☐ 3° ☐ 4° ☐ 5° ☐ 6° ☐ REVERSE ☐
- MISSING ENGAGEMENT: 1° ☐ 2° ☐ 3° ☐ 4° ☐ 5° ☐ 6° ☐ REVERSE ☐
- DISENGAGEMENT: 1° ☐ 2° ☐ 3° ☐ 4° ☐ 5° ☐ 6° ☐ REVERSE ☐
- IN COLD CONDITION ☐ IN HOT CONDITION ☐ ALWAYS (COLD AND HOT) ☐
- OTHER COMMENTS:

BAD SINCRONYSATION (CLASHING):

- PLEASE INDICATE IN WHICH GEAR:

  1° ☐ 2° ☐ 3° ☐ 4° ☐ 5° ☐ 6° ☐ REVERSE ☐

- IN COLD CONDITION ☐ IN HOT CONDITION ☐ ALWAYS (COLD AND HOT) ☐